

FEDERAL AVIATION ADMINISTRATION
HEADQUARTERS WASHINGTON, DC

ASIA-PACIFIC ECONOMIC COOPERATION FLIGHT ADVISORY

At the request of the Department of Homeland Security, the Federal Aviation Administration will establish airspace restrictions over the Asia-Pacific Economic Cooperation convention, hosted in San Francisco, CA, from November 13-18, 2023. NOTAMs will be issued depicting a 99.7 "Special Security Instruction" Temporary Flight Restriction (TFR) to be implemented as follows:

Under the authority granted by 49 USC, the FAA may apply restrictions within airspace under its jurisdiction. Any person who knowingly and willingly violates these restrictions may be subject to certain criminal and/or civil penalties. Pilots who violate security TFRs or procedures may be intercepted, detained and interviewed by Law Enforcement/Security Personnel. They may also be subject to the following actions:

1. The FAA may take administrative action, including imposing civil penalties and the suspension or revocation of airmen certificates;
2. The United States Government may pursue criminal charges, including charges under Title 49 of the United States Code, Section 46307;
3. The United States Government may use deadly force against the airborne aircraft, if it is determined that the aircraft poses an imminent security threat.

UAS ACTIVITY IN THE VICINITY OF DOWNTOWN SAN FRANCISCO:

Within a 2 Nautical Mile Radius (NMR) of 374734N/1222402W and the SAU/VOR 106 degree radial at 6.9NM from the surface to 3,000ft AGL, unless otherwise authorized, all UAS operations are prohibited. Check NOTAMs for exact dates and times.

CREWED AIRCRAFT ACTIVITY IN THE VICINITY OF DOWNTOWN SAN FRANCISCO:

Within a 2 NMR of 374734N/1222402W and the SAU/VOR 106 degree radial at 6.9NM from the surface to 3,000ft AGL, unless otherwise authorized, all crewed aircraft operations are prohibited. Check NOTAMs for exact dates and times.

UAS AND CREWED AIRCRAFT ACTIVITY IN THE VICINITY OF DOWNTOWN SAN FRANCISCO:

Check NOTAMs for exact dates and times. Pursuant to Title 14, Section 91.141 of the Code of Federal Regulations, aircraft flight operations are prohibited:

Within a 10 NMR (Inner Core) of 374627N/1222436W or the SAU/VOR 115 degree radial at 7.2NM from the surface up to, but not including FL180 except as follows:

1. Approved Law Enforcement, approved Military aircraft directly supporting the United States Secret Service and approved Air Ambulance flights, squawking an assign discrete beacon code, are permitted within the inner ring as coordinated.
2. Regularly scheduled commercial passenger and all-cargo carriers operating under one of the following TSA-approved Standard Security Programs/Procedures: Aircraft Operator Standard Security Program

(AOSSP), Full-All Cargo Aircraft Operator Standard Security Program (FACAOSSP), Model Security Program (MSP), Twelve Five Standard Security Program (TFSSP) All Cargo, or All-Cargo International Security Procedure (ACISP) and are arriving into and/or departing from San Francisco (SFO) and Oakland (OAK) airports.

3. All aircraft shall squawk the ATC assigned discrete beacon code continuously while operating within the TFR. In the event of a transponder failure, the pilot shall advise ATC and ATC will provide the most direct course to exit the lateral confines of the TFR.

4. All aircraft must remain in two-way radio communications with ATC at all times.

Within a 30 NMR (Outer Core) of 374627N/1222436W or the SFO/VORTAC 115 degree radial at 7.2NM from the surface up to, but not including FL180 except as follows:

1. All aircraft arriving or departing local airfields, and workload permitting, ATC may authorize transit operations. Aircraft may not loiter. All aircraft entering and exiting the TFR must be on an active IFR or VFR flight plan and must be assigned a discrete beacon code by an Air Traffic Control (ATC) facility. Aircraft must be squawking that code prior to departing within, and entering the TFR.

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2. All aircraft entering or exiting the TFR must remain in two-way radio communication with ATC.

Gateway airports have been established to provide security screening services by the Transportation Security Administration (TSA) and FAA. Aircraft seeking to land at OAK during the effective times of the TFR must first complete TSA screening at either Sacramento International Airport (SMF) or San Jose International Airport (SJC). Aircraft seeking to depart the Inner Core during the effective times of the TFR must complete TSA screening at OAK. TSA screening will be available during the TFRs and exact times will be published in the NOTAM. Intermediate stops are not authorized unless an emergency exists. Times and locations are subject to change. Check NOTAMs for TSA screening information.

UAS AND CREWED AIRCRAFT ACTIVITY IN THE VICINITY OF SAN FRANCISCO INTERNATIONAL AIRPORT:

Check NOTAMs for exact dates and times. Pursuant to Title 14, Section 91.141 of the Code of Federal Regulations, aircraft flight operations are prohibited:

Within a 10 NMR (Inner Core) of 373709N/1222250W or the SFO/VOR from the surface up to, but not including FL180 except as follows:

1. Approved Law Enforcement, approved Military aircraft directly supporting the United States Secret Service and approved Air Ambulance flights, squawking an assign discrete beacon code, are permitted within the inner ring as coordinated.

2. Regularly scheduled commercial passenger and all-cargo carriers operating under one of the following TSA-approved Standard Security Programs/Procedures: Aircraft Operator Standard Security Program (AOSSP), Full-All Cargo Aircraft Operator Standard Security Program (FACAOSSP), Model Security Program (MSP), Twelve Five Standard Security Program (TFSSP) All Cargo, or All-Cargo International Security Procedure (ACISP) and are arriving into and/or departing from San Francisco (SFO) and Oakland (OAK) airports.

3. All aircraft shall squawk the ATC assigned discrete beacon code continuously while operating within the TFR. In the event of a transponder failure, the pilot shall advise ATC and ATC will provide the most direct course to exit the lateral confines of the TFR.

4. All aircraft must remain in two-way radio communications with ATC at all times.

Within a 30 NMR (Outer Core) of 373709N/1222250W or the SFO/VOR from the surface up to, but not including FL180 except as follows:

1. All aircraft arriving or departing local airfields, and workload permitting, ATC may authorize transit operations. Aircraft may not loiter. All aircraft entering and exiting the TFR must be on an active IFR or VFR flight plan and must be assigned a discrete beacon code by an Air Traffic Control (ATC) facility. Aircraft must be squawking that code prior to departing within, and entering the TFR.
2. All aircraft entering or exiting the TFR must remain in two-way radio communication with ATC.

IN EFFECT FOR THE ENTIRE TFR:

For operations within this TFR, all emergency/life-saving flights (medical/law enforcement/firefighting) must coordinate with the FAA at the Northern California Terminal Radar Approach Control (TRACON) prior to their departure at (916) 366-4019 to avoid potential intercept or delays.

The following operations are not authorized within this TFR: flight training, practice instrument approaches, aerobatic flight, glider operations, parachute operations, ultralight, hang gliding, balloon operations, agriculture/crop dusting, animal population control flight operations, banner towing operations, sightseeing operations, maintenance test flights, model aircraft operations, model rocketry, Unmanned Aircraft Systems (UAS), and utility and pipeline survey operations.

The FAA point of contact for the Asia-Pacific Economic Cooperation is the System Operations Support Center, available 0700-2300 Eastern at (202) 267-8276.

UAS ACTIVITY

UAS operators who do not comply with applicable airspace restrictions are warned that pursuant to 10 U.S.C. section 130(i), and 6 U.S.C. section 124(n), the Department of Homeland Security (DHS), Department of Justice (DOJ), and the Department of Defense (DOD) may take security action that results in the interference, disruption, seizure, damaging, or destruction of unmanned aircraft deemed to pose a credible safety or security threat to protected personnel, facilities, or assets.

UAS operations are authorized within the defined SSI airspace if in compliance with the requirements listed below:

- 1) Prior to TFR activation, the UAS flight operation has been pre-approved by the FAA System Operations Support Center (SOSC) at 202-267-8276 based on criteria established by the sponsoring federal agency in coordination with the FAA;
- 2) Requests for pre-approved UAS flight operations can expect disposition of their request in a minimum of 48 hours.
- 3) If the pre-approved UAS flight operation is conducted in direct support of an active national defense, homeland security, law enforcement, firefighting, search and rescue, or disaster response mission, and prior notification has been provided to the designated facility contact; or
- 4) If the pre-approved UAS flight operation is conducted in direct support of a significant and urgent governmental interest and is approved by the FAA SOSC in advance of entering the defined SSI airspace; and
- 5) The pre-approved UAS flight operation complies with all other applicable federal aviation regulations.

Warning

The FAA recommends that all aircraft operators check NOTAMs OFTEN for mandatory airspace restrictions prior to operations within this region. Specific instructions and restrictions are available at <http://tfr.faa.gov> once the NOTAM has been issued.